



## What's up:

### Squire #8 officially registered in North Carolina as a 1972 Squire SS100

Another chapter in the history of ole #8 was just made following a protracted inspection by the NC Auto Fraud Department. A detective made two separate trips to Marshall NC to inspect the restored #8. On his first visit, we couldn't find the serial number on the frame of the car or in the engine. I made copies of the email traffic with Tony Cobbler wherein I gave him specific instructions as to where and how to stamp the frame. I also had the bill for the work. But I had never actually seen the S/N stamped on the frame. We looked for 30 minutes on every square inch we could see even using mirrors! Inspection failed.

Finally I took ole #8 to a local mechanic and had him stamp the number on the driver's side of the frame just below the firewall. In June the detective came back, took digital photos of the S/N and submitted his report to Raleigh. On August 2, 2010 we received the title and registration indicating it had been registered as a 1972 Squire SS100 with the S/N imprinted on the title. Yeah!! Oh, and my license plate number is SQUIRE 8

/ / / / / / / /

Haggerty's Magazine just ran an article on ole #8 – see the last page!

/ / / / / / / /

As usual, I am looking for materials for our newsletter. Contact Chuck Blethen ASAP  
[Chuck.Blethen@SquireSS-100.net](mailto:Chuck.Blethen@SquireSS-100.net)  
 828-606-3130

## The Big Red Barn Find

by

David "Buck" Kaufman

A friend here in New Orleans was in Philadelphia for a Homebuilders Show in the Spring of 1975. Ed Felbin had an unattended Squire SS100 on display, with his business cards stuck under the windshield. My friend was impressed with the car and, after returning to New Orleans, called Ed and made a deal to buy one. He sent a check to Felbin and had the Squire delivered to him in Metairie, a suburb of New Orleans. There were several problems upon its arrival. Parts were required, and in the phone conversation, Ed asked if his last and only customer in a long time would be interested in buying the remaining stock of cars? There were about 37 at that time. He said "no" but knew of a young enthusiastic classic car guy, Dave Kaufman, whom he would ask. My friend arrived at my showroom Saturday morning for coffee and bagels and relayed Ed's story to me. He gave me Ed's phone number, and I called immediately and made arrangements to meet him the following Wednesday to view the remaining stock of cars and revealed my intent to buy them all! Ed suggested that I book a room in the Bellville Stratford hotel. (A year later the Legionnaires 1976 national convention was held there and 34 died and over 230 were severely affected by a fungus in the cooling system, now known as Legionnaires Disease. Will that forever be remembered as the battle at the Bellville!)

I arrived in Philadelphia Tuesday afternoon, and dined at the hotel, where the menu that night included mountain oysters. And after a pre-flight lunch of New Orleans' best raw, I was powered up! I met Ed the following day at one o'clock at the radio studio nearby where he worked, and we took his green Tempest tow car to travel to the way-out-of-town, low-cost storage facility where he had the remaining unsold cars stored. I was dressed in my New Orleans gear. To my dismay, I was unprepared for the very cold, wet weather. As we arrived at the storage facility Ed pulled over to a farm gate and pointed to a big red Amish barn. It had three different floor levels, each accessible by earth ramps. The barnyard was filled with every conceivable animal and their dung - including chicken, pig, cow, and horse - at least a foot deep in every location. There went my Bally shoes and silk socks! As we threw open the ground-level doors, there was the sight of a lifetime for a car collector: over a dozen red, white and yellow brand- new Squires, covered with clear plastic drop cloths covered with chicken and pigeon droppings. Critters were nestling in every nook and cranny of each car. The second and third floors were the same with the addition of barn bats and spider webs. It was clear that the cars had been there for years. But it was quite a sight seeing 37 new cars.

There were several being used for parts to keep the few sold cars rolling. I made notes of the remaining stock condition and colors, and cleaned my shoes off the best I could; Ed had a pair of boots in the trunk of the Tempest. We returned to Philly and the Bellville where Ed dropped me off. It was all I could do to withhold my excitement with the opportunity to buy the entire lot! What a barn find! I had to have them all! Perhaps the oysters had kicked in! I took a much-needed hot shower and changed out of my barn-scented clothes. I sent the Ballys down for a cleaning. Ed met me for dinner and poured out his story of what a disaster his Squire venture had become. He bemoaned the financial burden he bore with the bank after not having sold the cars as expected after all these years of trying. We struck a deal on the entire lot of 37 with my writing a check for the first truckload of seven Squires with an option on the rest.

At that time the only complete replica cars for sale were Excalibur and Auburn Boat Tails, which were just offered in kit form, which ended the sales of the completed cars.

Ed, a very successful well-known businessman in entertainment and the founder of Playhouse on the Green summer theater fests, had little sales experience in this type of car. He was totally unaware of the potential across the country. To me it was a chance of a lifetime!!





# Squire SS100 Registry Newsletter

Sept 24, 2010

Update: 35 years later, we all remember the disaster of the first oil crisis and how that changed the world in our car choices and destroyed our economy. I started over at that time restoring an old Victorian village on the river, its houses and shops, and started rebuilding my own collection of Rolls Royces and Bentleys along with the rare and unusual Pulman cars, New Orleans street car buses, and World's Fair Gondla cars. I made an early attempt to recreate the Squire success with the Kougar Jag-based prototype that I had built in England. It was hard to sell with its unfamiliar shape and the Jag bits to fix, but I am working on the next prototype, soon to be revealed. My collection sits in my warehouse high and dry as we are in hurricane season; we just missed the first one of 15 expected this season, with the worst oil disaster in history destroying the region. Who knows what the future will bring? I am a fifteen-plus-year no-claims customer of Hagerty Insurance, and I want to keep it that way! Here's to our classic car future!

[Bigeady@aol.com](mailto:Bigeady@aol.com)

/ / / / / / / /

## Spielman's Seemingly Superfluous Stuff

This is an automotive trivia quiz for the serious gearheads out there. I asked Ed Spielman to come up with some interesting historical automotive trivia for this and future newsletters. Question: **What brilliant European auto designer had his upholsterer make him shoes designed like gloves...with compartments for each individual toe?** Find the answer somewhere later in this newsletter.

/ / / / / / / /

## Great "Knockoff" Adventure

By

**Ed Spielman & Mark Offenberg**

For more than three decades I have wanted real vintage style 'eared' knockoffs for the wire wheels of my #32 Squire.

Many of you have seen the original 1970's brochure or the photos of the cars being crafted in Italy; you may have noticed the Squire SS100 prototype photographed at Intermecanica wearing 16 inch Borrani wire wheels and real 'two eared' spinner knockoff hubs. (Too bad they didn't come into The States that way.)

Because Borrani wouldn't guarantee the chrome on their wheels, Ed Felbin (of Blessed Memory) ordered 72 spoke wire wheels from Dunlop. How come 15 inch, not 16's? I don't know. I never asked him. (But, sure woulda liked the 16's.)

In any event, The 'DOT' (American Dept. of Transportation) made 'eared' knockoffs illegal about 1968 (as if any innocent soul was ever yanked off his feet, 'shlepped' down the street by the pants cuff and irrevocably maimed for life by a spinning 'eared' knockoff hub.) (Joke from Ted Waibel - 'Eared' knockoffs were only made illegal... after Ralph Nader saw 'BEN HUR'.)

More insanity from the bureaucrats; the same mindset that forbade the original flip-down windshield and forced Intermecanica to remove the original tail lights and replace them with Italian 'pie plates'. Since the beginning, many members (myself among them) have lusted after real vintage style 'eared knockoffs'...that most authentic appearance.

Founding members Art 'The Prez' and Bill Lieske went so far as to drill into their octagonal hubs and bolt 'add on' spinners to create a vintage effect. Art eventually went to the trouble and expense of completely changing his splines (that hold the wire wheel) and knockoffs to create the desired classic look.

Here is a mystery regarding the construction of our cars:

Our 72 spoke Dunlop wire wheels are the very same as on the 12 cylinder Jaguar of that period. Why didn't Intermecanica simply use a matching and readily available Jaguar spline and regular knockoff cap right off the shelf? It would have been so much cheaper and easier. *Instead, they went through the trouble and expense of actually making special splines and octagonal knockoffs... which exist on no other car.*

## Great “Knockoff” Adventure (cont.)

That means, if you lose a knockoff, you are screwed. No one makes a spare that will fit. (Our unique knockoff hub has a male end that goes *inside* the wire wheel to take up the thread.)

As a replacement, a ‘Left Side’ Jaguar knockoff (turning counter clockwise) will work on our spare tire *only* because the spare is not mounted on a spline, but a longer piece of similarly threaded pipe. (This can be raised off the rear bodywork and up through the wheel past where the spline would ordinarily go, to where a standard Jag unit can take up the threads.) So, in a pinch, you could use your original Intermeccanica octagonal spare tire knockoff cap to secure a powered wheel, but on *the LEFT SIDE ONLY*. There is no way to create a new knockoff for the RIGHT SIDE.

(Several members have had near calamities in losing an irreplaceable Squire ‘right side’ knockoff cap. Lose that and you are really stuck.)

*Thus, our intent all along to make spares or come up with another solution because, until now, this has been the one important piece we could not replace.*

Years ago, Jim Dimond even investigated making spare knockoff hubs like the ones we now have, and the best price he was quoted (even a decade ago) was \$500...a piece.

So, now to the latest adventure:

One of Mark Offenberg's good friends is Frank Dominianni, pioneer sports car racer, tuner and owner of ‘HI SPEED’, the time warp speed shop on Long Island. In his racing career, among other things, Dominianni was known as ‘The King of Corvette Fuel Injection’. Over years, Frank had given Mark many remarkable vintage racing items which ended up on his Squire #46: Vintage Lucas headlights, a ‘Heuer Monte Carlo’ dashboard chronograph timer and a Nardi steering wheel. But, of all these ‘time warp’ goodies, perhaps the rarest and most beautiful was a perfectly preserved old knockoff cap. It was a two eared *Italian* ‘Rudge Whitworth Milano’, a real work of industrial art that had been standard on period racing cars such as Alfa Romeo P-2 and Ferrari. This is the ‘holy grail’ of knockoff hubs.

This particular ‘Rudge Whitworth Milano’ unit is a ‘size 52’ and ...*gadzooks!* It fit the rear spare of Mark’s Squire!

Now, a little background: Jaguars and most British cars used the ‘Rudge Whitworth System’ for splines and knockoff wire wheels. This has been standard from the 1920’s on...

In Italy, Carlo Borrani liked the setup and became the Italian distributor for Rudge Whitworth of Coventry in April, 1922. Borrani used that system under license and it became the standard for the best Italian cars. (Over time, some individual specs varied, but it remained the British system nonetheless.)

(Incidentally, ‘three eared’ knockoff spinners first appeared at Indianapolis. Carlo Borrani saw them used there and these units then appeared in Italy.)

Because of the eventual prohibition of any ‘eared’ knockoffs, Ferrari went to an octagonal hub (much like ours) on their 365 GTB. In this evolution of sports cars, there was also the understanding that with ever increasing monster horsepower, the system of wire wheels and splines would be unduly stressed. In any event, the use of wire wheels, splines and knockoff hubs finally ended in the 1980’s ...and Ferrari went to a routine five bolt setup. By then, technology for the creation of more practical, stronger and even lighter wheels had already made wire wheels antique.

But, what about those of us who love classic wire wheels and would like to preserve and enhance them? So, here came the jackpot question:

*Was it possible to create a ‘Rudge Witworth Milano’ knockoff hub for our Squires and actually attain that real Italian vintage appearance without spending a fortune? And without the expense of changing the splines? Could we replicate Mark’s vintage treasure to actually fit the Squire set-up?*

### **BINGO!**

I found a wonderful guy named Ted Waibel, who is a major Borrani distributor in America, specializing in whatever is required ‘wheel wise’ for the rarest and most prestigious cars. Concours d’Elegance quality. His company is TAW Vehicle Concepts located in Golden, Colorado.

Ted is a first-class gentleman and true enthusiast of like mind; among his winning classics he has an aluminum Panther Westwinds J72, very much in the style of our roadsters.

## Great “Knockoff” Adventure (cont.)

On his website, he has photos of the best vintage style knockoffs, *including those like the one Mark got from Frank Dominianni.*

I sent Ted an original Intermeccanica octagonal knockoff and spline from a Squire. I asked if he could custom make some Italianesque ‘Rudge Whitworth Milano’ two eared\spinner units like the one that Mark has, *but to our unique specifications.*

After taking measurements... he said YES!

So, we had Ted make knockoff hubs identical to Mark’s Rudge-Milano heirloom. While not exactly cheap (at \$240. each plus shipping) they are very fairly priced. Considering it might cost you \$75-\$100 each just to *rechrome* your old ones, this is a bargain. *So, this means that now, at long last, there is a source for the real vintage article.* Ted did not charge extra for custom fabrication to our unique requirements. And he is keeping the tooling for whichever of you may also want them. (Like I said, a ‘First Class Guy’.)

Ted is so astute, that when I mentioned that our spline is bolted to a Ford brake set-up, he asked me to check that the wire wheel was fitted properly and flush against the tapered back of the spline... not hitting against the protruding bolts. This was done by putting small wads of clay on the back of the spline.

After fitting the wheel and then removing it, the clay was *compressed*. Mark and I concluded that rather than cut off the excess ends of those holding bolts, the fit was true enough. We have done all kinds of re-engineering on our cars, but wobbly wire wheels and stripped splines have never been an issue. So, we’ve left the bolts as-is.

Correct Installation: Ted informed me as to the correct way to secure spinner knockoffs without chrome damage ...

### ‘The Two Hammer System’

Take a shot-loaded *rubber* mallet and hold it against the hub’s ear. Then strike the rubber mallet with your knockoff hammer. You *never* hit the metal, only the hammer against it. That way, no damage to the chrome. Not even a smudge.

Seat the new units with liberal grease and they’re good to go. They look utterly fabulous. My Squire #32 now looks like it just came from the Monza Grand Prix. (See attached photos)

Now, a personal note: I have, thanks to the ingenious efforts of Terry Becker and Art Stahl, restored or upgraded every part of my Squire over the 33 years of my ownership. Terry’s latest efforts included complete tuning, addition of a new Mallory distributor (no more points), hotter coil, customized abbreviated bumpers and an amazing two tone paint job (with key artistic consultation by Mr. Offenberg). I showed and was awarded First Place (in Class) at the Huntington Beach Concours. The Class was “Postwar Italian Classic – non Ferrari/Alfa Romeo.” (This is to let you know that when done right...our cars get respect.) And my thanks to Chuck Blethen for the free PR in the last Newsletter.

Anyway, this upgrade to the ‘Rudge Whitworth Milano’ knockoff is a finishing touch that completes the real vintage style that many of us have always wanted...and which Ed Felbin intended from the Squire’s conception. And these are *authentic* pieces made out of *chromed billet steel* (not brass) that Ted Waibel has fabricated in England. Best quality. They are not ‘knockoff’ knockoffs\*.

(\* Credit for that irresistible play on words goes to Mark Offenberg, who demanded that I use “‘knockoff’ knockoffs” somewhere in this article.)

Were the authentic ‘Rudge Whitworth Milano’ hubs the finishing touch that secured the 1<sup>st</sup> Place at the Huntington Concours? Maybe so. Judges and enthusiasts understand that you will only find such hubs on cars of museum quality.

(For those of you who may prefer something different, TAW Vehicle Concepts can even accommodate other graphics should you want British or other motifs on your ordered hubs. You have options and Ted can provide the style that suits you. If you are showing your car, they are a major step up, and as far from a ‘kit car’ as one can get. )

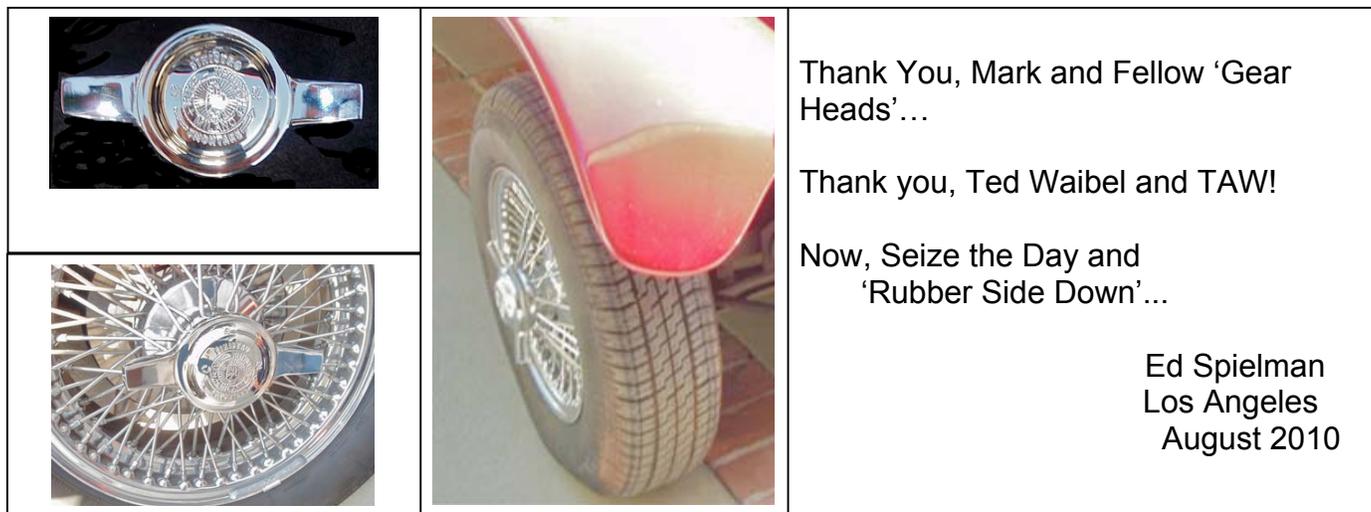
So, my thanks to the ever enthusiastic Mark Offenberg for jump starting the ‘Great Italian Knockoff Adventure’ and Ted Waibel of TAW Vehicle Concepts for his sterling assistance and custom making them to our order.

It was a dramatic moment when I whacked the last ‘Rudge Whitworth Milano’ knockoff onto my # 32 Squire. I called Mark and said; “Wow!... After more than three decades, my car is finally finished.”

“Bull,” he said, “It’ll never be finished. That’s the fun of it!”

I reconsidered. He’s right. (What’s next? Jeweled mud flaps?...Naaah.)

## Great "Knockoff" Adventure (cont.)



/ / / / / / / /

Ted Waibel at TAW now has the tooling to give you a custom knockoff for your Squire ...*with no modifications*. I trust you will be as thrilled as we are with the results. If interested in your own 'knockoff' adventure, contact:

**Ted Waibel, TAW Vehicle Concepts, Inc., 13401 West 43<sup>rd</sup> Drive, Unit 11, Golden, Colorado 80403**  
**(303) 456-5544 (303) 435-9809 Email: [twaiibel@waibelglobal.com](mailto:twaiibel@waibelglobal.com) [www.tawvehicle.com](http://www.tawvehicle.com)**

/ / / / / / / /

## Notes from the Peanut Gallery

**July 2010**  
**Chuck,**

Just a note to add my Thanks for your kindness with June's sparkling and informative Squire Newsletter. ("Sparkling" - not just because my #32 was featured.) What a beautiful job! Your good work for our 'Merry Band of Gear Heads' has really produced great results and carried the Newsletter to a new level of excellence. (Art would be proud.) I, and all the Members of the Squire Registry, thank you.

**Ed Spielman**

/ / / / / / / /

### **SQUIRE SS100s FOR SALE**

Gibbs Connors wants to sell the Squire SS100 prototype to someone who will give it the TLC it deserves... he didn't specify a price.

Sorita Jensen wants to sell her Squire SS100 #18 – she is asking about \$24,000 (7,400 actual miles)

John Theroux wants to sell his Squire SS100 #1 – he is asking about \$16,000...

George Breckel wants to sell his Squire SS100 #20 – he is asking about \$12,000...

Trivia quiz answer: **Ettore Bugatti**

# BACK FROM THE BRINK

Some restorations require more than just blood, sweat and dollars — they need a superhuman effort. **BY JOHN L. STEIN**



## 1972 SQUIRE SS100

Fifteen years ago, North Carolina resident Chuck Blethen finally found the car of his dreams — a 1937 Jaguar SS100. Priced at \$65,000 and needing considerable work, it was not for the faint of heart and Blethen understandably passed. However, one day he searched “SS100” online and discovered an owners’ group devoted to the Squire SS100, a Ford-powered Italian copy of Jaguar’s enduring classic. Eventually he adopted the eighth Squire built after its discovery in a farmer’s field. Eight years later, Blethen couldn’t be happier with the result — a healthy Ford 289 V-8–powered machine that he reports is amazingly fun to drive in the nearby Blue Ridge Mountains. “It’s a magnificent treasure,” he says.

PRICE RANGE FOR A 1972 SQUIRE SS100: \$15,000–\$25,000



## 1931 MODEL A PANEL DELIVERY TRUCK

When Jim Rupp helped a friend pull this Model A Panel Delivery Truck out of a Cheboygan, Michigan, field in late summer 1973, little did he know that nearly 40 years later that truck would become an essential part of his life. But that’s exactly what happened as the truck changed hands several times before returning to Jim and his brother Tom in 2006. After completing a total restoration over three years, they now drive it frequently to cruises, shows and even schools, where every kid wants to climb aboard. “I’ve never seen anybody who didn’t like it,” Jim says.

PRICE RANGE FOR A 1931 FORD MODEL A PANEL TRUCK: \$1,000–\$24,500\*